



Ohio



Maryland



Pennsylvania



Virginia



West Virginia

September 14, 2009

The Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SW  
Washington, DC 20590

**Re: National Gateway TIGER Application**

Dear Secretary LaHood:

We are writing to express our strong support for \$258 million in funding requested for the National Gateway through the Transportation Investment Generating Economic Recovery (TIGER) program. This unique initiative is supported by a large coalition of public and private sector leaders, including five governors, two dozen members of Congress, three port authorities, and a large group of global shippers, ocean carriers, business organizations and environmental groups.

The National Gateway is a public-private partnership that seeks to invest more than \$800 million in rail infrastructure and intermodal terminal projects along three major railroad corridors: I-95/I-81 in North Carolina, Virginia, and Maryland; I-70/I-76 between Washington, DC and Northwest Ohio; and the I-40/Carolina Corridor between Charlotte and Wilmington.

When complete, the National Gateway will create a highly efficient freight transportation link between three Mid-Atlantic ports (Baltimore, Hampton Roads and Wilmington) and the Midwest, improving the flow of goods between these two regions and across the nation.

The National Gateway will also improve the flow of intermodal container traffic between ports on the West Coast and major consumer markets in the East by taking advantage of a large new terminal that CSX and its affiliates are building in Northwest Ohio. This state-of-the-art facility will enable rail traffic to flow more efficiently through Chicago and complement other terminals being constructed or expanded as part of this initiative in Pennsylvania, Maryland, Virginia and North Carolina. We believe the National Gateway clearly meets the core objective of the TIGER program – to fund transportation projects that deliver benefits of both regional and national significance.

At this critical juncture in our nation's history, we believe that federal, state and private sector leaders must work together to grow our economy, create jobs and make sound investments that help build for the future. The National Gateway is a true public-private partnership. CSX and its affiliates are funding 47 percent of the \$842 million required to complete the project and the state partners providing another 23 percent. The \$258 million request for TIGER funds would provide the remaining 31 percent of project funding. Unlike improvements to public highway systems, the rail system is privately owned and maintained, therefore no additional public funding will be required for the operations and maintenance of improvements made using TIGER grant funds.

In these times of scarce budget resources, our states have recognized the importance of this project and committed substantial funds to the National Gateway because we know the positive impact that infrastructure investment will have on our economy, transportation system, and environment.

The National Gateway will create more than 4,000 jobs by the end of 2012 and more than 50,000 jobs over the next 30 years. One half of the jobs created will be located in 14 economically distressed areas.

Sixty of the 61 projects included in the National Gateway would be complete by February 2012, with the expectation the entire route would be fully cleared for double-stack rail service by the end of 2012. The National Gateway project would also help ensure that our nation is prepared for the increased volume of freight traffic coming to the East Coast as a result of the widening of the Panama Canal.

The National Gateway will add capacity to our transportation system and improve the environment by maximizing the efficiencies of both freight rail and short-haul trucking. As a result, trucks will travel about 14.3 billion fewer miles on the nation's highway system. By using freight rail for the long-haul movement of goods, the National Gateway will save nearly 2 billion gallons of fuel, eliminate 20 million tons of carbon dioxide (CO<sub>2</sub>) from the atmosphere, and reduce particulate matter emissions by approximately 1,000 tons.

As our population continues to grow and we recover from this economic crisis, we will face increasing demand for freight transportation. The National Gateway will put in place the infrastructure needed to meet this demand. Today our states are already wrestling with the challenges posed by highway congestion and increasing greenhouse gas emissions.

We need expanded freight transportation choices if we are to remain competitive in the global economy. Now, more than ever, it is critical that we plan for the future and invest in our nation's ability to move goods in a safe, efficient and environmentally-friendly way.

Thank you for your continued leadership on the important transportation challenges we face today and in the future. We look forward to working with you to help make the National Gateway a reality.

Very truly yours,

A handwritten signature in black ink that reads "Ted Strickland". The signature is fluid and cursive, with the first name "Ted" being more prominent.

Governor Ted Strickland  
Ohio

A handwritten signature in black ink that reads "Martin O'Malley". The signature is cursive and somewhat stylized, with the last name "Malley" being clearly legible.

Governor Martin O'Malley  
Maryland

A handwritten signature in black ink that reads "Edward G. Rendell". The signature is cursive and somewhat formal, with the first name "Edward" being prominent.

Governor Edward G. Rendell  
Pennsylvania

A handwritten signature in black ink that reads "Timothy M. Kaine". The signature is cursive and somewhat stylized, with the first name "Tim" being prominent.

Governor Timothy M. Kaine  
Virginia

A handwritten signature in black ink that reads "Joe Manchin III". The signature is cursive and somewhat stylized, with the first name "Joe" being prominent.

Governor Joe Manchin III  
West Virginia